

Shipping

Summary

STAMPED

FOR SHANGHAI.
The Steamship
La Fée
Captain WILSON, will be
despatched for the above
Port TO-MORROW, the 17th Instant, at
Daylight.
For Freight or Passage, apply to
CARLOWITZ & Co.
Hongkong, November 16, 1894. 1834

FOR SHANGHAI.
The Steamship
Lycomon
Captain G. HEUBERMAN, will be despatched for the
above Port on SATURDAY, the 17th Inst.,
at 5 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, November 13, 1894. 1834

INDO-CHINA STEAM NAVIGATION

MANILA VIA A

The Co.'s Steamship
Yuen sang,
Capt. W. H. Davis will be
dispatched at 12 M. on
SATURDAY, the 17th Instant, at 4 P.M.
This Steamer has superior Accommodation
for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, November 16, 1894. 1639

GLEN LINE OF STEAM PACKETS.
FOR LONDON VIA SUEZ CANAL.
The Steamship
Glenarag,

18th Instant, and
fied,

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents,
 Hongkong, November 12, 1894. 1773

**FOR SINGAPORE, HAYKE AND
 HAMBURG.**

*(Calling at NAPLES for landing Passengers
 of sufficient inducement offers.)*
*(Taking Cargo at through rates to
 ANTWERP, AMSTERDAM, ROTTER-
 DAM, LISBON, OPORTO, LONDON,
 LIVERPOOL AND BREMEN.)*

The Steamship
Prink,
 Capt. E. CHRISTENSEN,
 will be dispatched for the
 above Ports on **THURSDAY,** the 22nd
 instant, at 6 p.m.
 Rates of Freight and Passage

Doctor and a Ste
ht or Passage, and

SIEMSEN & Co.,
Agents.
Hongkong, November 15, 1894. 1840

**CHINA NAVIGATION COMPANY,
LIMITED.**

**FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.**

The Co's Steamship
Taiwan,
G. RAMSEY, Commandeur,
will be despatched as
above on **FRIDAY, 23rd Instant**, at 3 p.m.
The attention of Passengers is directed
to the Superior Accommodation offered

ating Chamber
Fresh Provisions

and cargo voyage. A duly-qualified Surgeon is
 carried.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, November 8, 1894. 1768

OCEAN STEAMSHIP COMPANY.
 FOR LONDON VIA SUEZ CANAL.
 The Co.'s Steamship
Albatross,
 Captain Jackson, will be
 despatched at above on
FRIDAY, the 23rd instant.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, November 8, 1894. 1800

SHIRE LINE OF STEAMERS.

**The Steamship
Radnor**

WINDSOE HOTEL
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-RAJAH CHOW'S," offers First-Class Accommodation to Residents and Travellers.

Passenger Elevators from Entrance Hall on each Floor, in charge of experienced Attendants.

Favourable Arrangements made for Families and for Monthly or Extended

P. B. BO
Proprietor and

Hongkong, September 28, 1884. 11681

STAINFIELD'S FAMILY HOTEL.

SUPERIOR BOARD & RESIDENCE
with every convenience.

Mrs. STAINFIELD.
1, Queen's Road East.

Hongkong, June 30, 1884. 11682

An Indian contemporary publishes the following with regard to the new connection of the Messageries Maritimes between Bombay and Japan:—According to an announcement made at Marseilles, the directors of the Compagnie des Messageries Maritimes have submitted to the Minister of Commerce a scheme for the establishment of a new line of steamers running to the Far East. The essential point in the proposed changes is a kind of fusion of the China and Australin liner. The boats engaged in the last-mentioned line have, as is pretty well known, an average speed of something over 12 knots, and a displacement of 1,000 tons, with only 13 knots. The greater speed on the Australian line was rendered necessary by British competition; but the Peninsular and Oriental Company's packets touch at Colombo, while the French steamers call at Madé. It is intended to arrange so as to make the service analogous to that of the E. & O. It is proposed, therefore, that every 25 days (4 weeks) there shall be a departure from Marseilles for China and Australia by the packet-boats already employed on the Australian line, with Colombo as a port of call. The boats employed on the service for India, which would be transhipped at Colombo into one of the steamers now engaged in the China service, by means of which the voyage to Australia and the departures of this minor service will be interpolated (so that every four weeks, therefore,) a departure for China without transhipment by Bombay as port of call, the present supplementary service between Aden and Bombay being at the same time retained. Further, the discontinuance of the dispatch to Madé as port of call would be the creation of a second monthly departure to the East Coast of Africa, for which intended expansion of French trade Madagascar is proceeding to be a justified Canal again. It is, however, somewhat hazardous to say that this delay would save, but a new short line to Egypt would be established instead. The partial employment, for the China service, of Australian boats would, it is calculated, greatly shorten the communication to France and India, but it is not in order to further shorten the time the boats are present running to China are to have the double-expansion engines transformed in triple-expansion, which will give them extra two knots of speed, or nearly 25 knots. This being done, the Messageries Company reckon that the voyage to Hongkong will be shortened to 20 days, and the return 25 days shorter, especially by the midnight line as contemplated. The directors of the Company are represented as being confident that their proposals will secure the Government's sanction.

H. M. S. EXCELLENT.			
	500	300	300
C. P. O. F. Moron	32	31	32
1st Cl. P. O. W. Pulley	32	31	32
1st Cl. P. O. F. Buck	32	34	28
C. P. O. E. Badgen	34	33	32
P. E. O. G. Woot	34	33	32
1st-Cl. C. P. J. Samphire	32	30	29
Ldg. Seaman W. Hansell	30	31	29
C. P. O. W. Johnson	34	31	29
2nd-Cl. P. O. H. Farley	31	30	28
A. B. F. Staite	27	23	26
	511	317	263
Average 911.			

It is expected that a further dividend about 1s. in the pound will be paid by the Liquidator of the New Oriental Bank & February or March next.

The P. & O. Company are building a large passenger and cargo steamer for their Indian and China trade. The following are the names of the vessels:—

But never a moment ceased he fighting
the one and the fifty-three.
Ship after ship, the whole night long,
their high-tall galleons came,
Ship after ship, the whole night long,
her batt'ls blunder and flame;
Ship after ship, the whole night long,
back with her dead and her slain;
For some were sunk and many were
ter'd and so could fight no
more—
God of battles, win over a battle this

LAURENCE, H. R. N. Maudslayi, the inventor of the new "Waltham" Rifle, of the Waltham Ordnance Works, at Bangalore a short time ago, has invented a trigger which promises to be a great improvement. Its object is to avoid the effect of the pull or jerk with which the trigger is pulled, and the average rifleman is not averse to the trigger which is pulled by the finger. The inventor of the trigger seeks to make it impossible for the trigger to fire his gun otherwise than by the squeeze. He manages this by bending the trigger into a horizontal position.

One thing which shows more than anything else the caleness and the Japanese character is the historical practice at the table of the Yaku. In the Japanese food there were three *gōrō* which according to the official only had thirteen rounds in all; the Chinese explained their ammunition in this manner—100 or 200 *gōrō*. So it was every moment chosen and every *gōrō* was hurriedly finished on the victim's plate.

the shoulders for the upper shafts met
shoulder, defender armed, drilled
lined, and ready. — *Australasian Army
and Defense Review.*

HONGKONG, November 16, 1901.			
BAROMETRE—	4 A.M.	...	30.0
Do.	1 P.M.	...	30.3
Do.	4 P.M.	...	30.3
Do.	7 P.M.	...	30.0
TERMO-METRE—	4 A.M.	...	68.0
Do.	1 P.M.	...	77.0
Do.	4 P.M.	...	77.0
Do.	(Wet bulb) 4 A.M.	...	64.0
Do.	1 P.M.	...	69.0
Do.	4 P.M.	...	69.0
Do.	7 P.M.	...	68.0
Do.	Maximum	...	77.0
Do.	Minimum	...	64.0

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07

